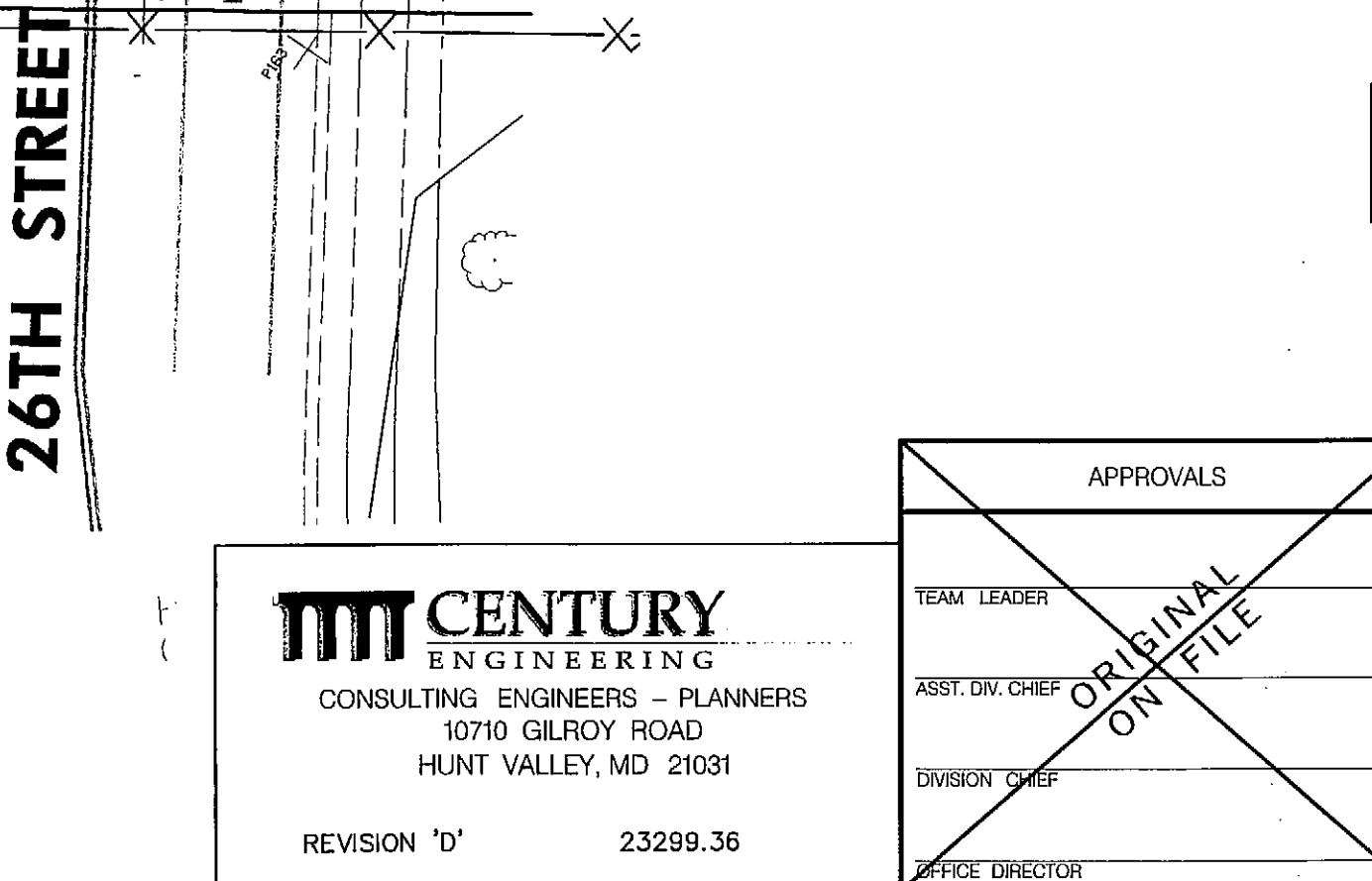


- GENERAL NOTES**
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
  - ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
  - PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
  - LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
  - PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF SIDEWALKS AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACES.
  - THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES CONDUIT UTILIZED FOR REVISION 'D'.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
  - VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
  - THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
  - PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
  - FOR TEMPORARY PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLANS. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
  - ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.



PHASE 4

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 175 (ANNAPOLIS ROAD) AT  
26TH STREET/DISNEY ROAD  
FORT MEADE, MD

**MOT PHASE 4 - TRAFFIC SIGNAL PLAN**  
SCALE 1" = 20' DATE 4/26/1984 CONTRACT NO. AA 797-501-585  
DESIGNED BY MICKEY CORNELIUS COUNTY ANNE ARUNDEL  
DRAWN BY MICKEY CORNELIUS LOGMILE 02017507.10  
CHECKED BY TOD NO.  
F.A.P. NO.  
TS NO. 1959D4 DRAWING SG-19.4 OF 26 SHEET NO. 139 OF 195

APPROVALS

REVISIONS

TEAM LEADER

ASST. DIR. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

REVISION 'D' 23299.36

BRAC RECONSTRUCT TRAFFIC SIGNAL  
SHA # AA5805370  
TIMS NO. J-965  
ENB 1/24/97  
ASBULL  
SHA# BW860802512  
RRZ  
2/9/96 10/21/96  
REDESIGN SIGNAL DUE TO GEOMETRIC  
CHANGES  
SHA# BW860802512  
RRZ

FLUTED: Wednesday, October 20, 2010 AT 06:35 PM  
FILE: S:\2009\Transportation\23299.36 BRAC-MOT175 @ MD 713 & Disney\CADD\ACAD SheetSet\p8g-MOT175-MD175Disney.dgn

BY: bostic -